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ROADS JUSTIFY REFUSAL OF PLAN

Executives in Statement Tell Why They Will Insist on Arbitration.

SUGGEST COMMISSION WITH FIVE MEMBERS

Declare Interests of Public and Millions of Investors Are Involved.

Washington, Aug. 29.—This statement to the public was issued by the committee of railway presidents:

"We are unable, after the most earnest consideration, to agree with the proposal of the President of the United States, which is that we accept without arbitration the substitution of an eight-hour day for the present ten-hour day in all of the existing practices and agreements. This is the main point in controversy, and we cannot surrender it without an opportunity to be heard in some form of fair arbitration.

"We do not assent to the statement that the eight-hour day now undoubtedly has the sanction of the judgment of society in its favor. We believe that society has not yet recorded its judgment upon this subject.

Where the Difference Lies.

"We are not in this controversy, however, dealing with the conditions relating to the eight-hour day in the industrial world. The difference between the eight-hour day in business and manufacturing, interests and the railroad train service day has been explained. The railroad day is a basis for computing pay and overtime, the length of daily service being controlled by variable conditions.

"The demands involved in this controversy have not been presented, for a definite daily period of labor or a reduction in the existing hours of labor or change in method of operation, but for the real purpose of accomplishing an increase in wages of approximately \$100,000,000 per annum, or 35 per cent, for the men in railroad freight train and yard service represented by the labor organizations in this matter.

Magnitude of Question.

"After careful examination of the facts and patient and continuous consultation with the conference committee of managers and among ourselves we have reached a clear understanding of the magnitude of the questions and of the serious consequences of the railroad day to the public involved in a decision of them.

"As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent of the whole number) interested in the railroad wage fund; as trustees also for the millions of people that have invested their savings and capital in the bonds and stocks of these properties, and who, through the savings banks, the trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender, without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

"The eight-hour day without punitive overtime involves an annual increase approximating in the aggregate \$60,000,000 and an increase of more than 20 per cent in the pay of men

already the most highly paid in the transportation service. The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated. The effect upon the efficiency of the transportation of the country, now already under severe test under the tide of business now moving and at a time when more instead of less effort is required for the public welfare, would be harmful beyond calculation.

"The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public opinion of all to maintain the status quo and the consequences of a surrender by the railroads in this emergency.

Duty to the Public.

"In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even a temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved and the responsibility for the consequences that may arise will rest upon those that provoke it.

"The questions involved are in our respectful judgment eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration and cannot be disposed of to the public satisfaction in any other manner. The decision of a commission or board of arbitration having the public confidence will be accepted by the public and the social and monetary questions made necessary thereby will be undertaken by the public, but in no less deliberate or orderly manner.

Danger of Bankruptcy.

"The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities. The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from extending and improving their facilities and equipment to keep abreast of the transportation service.

"For these reasons we are with deep regret unable to accept the suggestion made by the President of the United States.

Settlement Proposed.

"We propose, however, as a basis of settlement, the following: (A) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement upon an eight-hour basis and by September 1, 1917, the men in freight train and yard service, maintain a record of the differences between the money actually earned by him on the present basis and the amount that would have been earned upon an eight-hour basis—overtime on this basis to be computed pro rata. The amounts so shown will be subject to the decision of the commission provided for in paragraph (C) of the memorandum and payable in money as may be directed by said commission in its findings and decisions.

Commitment to Keep Track.

(B) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the eight-hour basis, after such period of actual experience as their judgment approves or the President may fix, not, however, less than three months.

(C) In view of the far-reaching consequences of the declaration made by the President accepting the eight-hour day not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a commission to be appointed by the President of such standing as to compel attention and respect to the subject.

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for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Railroads to Accept Findings.

The railroads will accept the findings of such a commission upon the issue of an eight-hour basis of pay as compared with the present basis, as well as upon any other matters now in controversy that may be submitted to it by either party.

The commission should consist of not less than five members and should also be authorized to hear and determine all questions that may arise in the application of the findings of said commission or in the working out of such plan as it may propose.

The presidents of the railroads are prepared to continue negotiations on the subject with genuine anxiety, within the limits of their conviction above expressed, to find a solution of the situation.

PRESIDENT HOPES TO WIN CONGRESS

Continued from page 1

objections or suggest amendments, Senator Newlands stated. As to how long these would take, he had no idea, he said, but he expressed confidence that with the wheels set in motion, the brotherhoods would postpone the date of starting the strike until Congress had passed the legislation.

He did not think that the railroad brotherhoods would call a strike while they were considering legislation for their relief, and for the settlement of the whole question," said Mr. Newlands. "I think the effect of the course, of turning public opinion directly against them as needlessly providing the strike, and bringing suffering on the country. No, I think the railroads will have to permit Congress to have a longer time than five days for the consideration of such important and far-reaching legislation.

"I have consulted with the Republican colleagues, and they are strongly in favor of hearings by my committee before a report is made to the Senate. They do not believe that such legislation should be rushed through in five days, and I am inclined to agree with them.

Think Wilson Will Win.

Despite the indignation, openly expressed among the Republicans, and the President shifting the burden of responsibility for the strike to Congress, it is believed tonight that the President will get at least a major part of the legislation he desires through, and with some fair degree of speed. It is not thought that it can be put through the Senate in less than two weeks—indeed, some estimates run to two months—but speed is not a specialty of the Senate.

There will be vociferous opposition to many features of his plan by the entire Progressive Republican group. These Senators do not believe in any rate advance whatever, no matter what may be done as to granting increases of wages. These are the Senators who opposed the 5 per cent rate increase two years ago, and who opposed the confirmation of Interstate Commissioners Hall and Daniels because they were considered "reactionary," because they believed these two men, if confirmed, would favor the 5 per cent rate increase.

Headed by Senator La Follette, of Wisconsin, who has sent word that he will direct his primary campaign if necessary to take part in the fight against the rate increase proposition, these Senators may extend the present session of Congress indefinitely.

Besides Mr. La Follette, this group consists of Senators Griggs, of North Dakota; Kenyon, and Cummins, of Iowa; Clapp, of Minnesota, and Norris, of Nebraska. These Senators are so strongly opposed, to a man, to the increase in the Interstate Commerce Commission. They believe that President Wilson intends to appoint to the commission two more men who would favor the railroads in a question of increased rates, and they are determined to prevent it if possible.

Many Thousands Affected.

One railroad which casts a net of steel rails through Jersey, carries 25,000 commuters to and from New York every working day to operate more than 200 passenger trains. If a strike of a strike not to operate more than 200 coaches each day to carry its commuters, it will make every effort to keep a majority of its seventy-five miles in motion.

Each day, officials of the railroad stated yesterday, the Long Island railroad, more than thirty thousand commuters to Manhattan. What few trains can be operated if a strike is declared, it is said, will be run more for the benefit of passengers than for freight transportation.

To the men and women who each day come to New York from New Jersey, from the Hudson River Valley and lower Connecticut, the situation is much more serious. The railroad which drains this western and northern territory will rest the burden of keeping five million New Yorkers from starvation and supplied with a modicum of coal.

Sues Uncle to Protect Name.

Henry Romeike, Inc., a newspaper clipping company, applied in the Supreme Court yesterday for an injunction to restrain Albert Romeike and his associates from using the family name in its business. The plaintiff corporation was founded more than thirty years ago by the late Henry Romeike. George D. Romeike, its president, is the son of the late Henry Romeike, and Albert Romeike is a brother of the original paper clipper.

It was not only his marked anti-British attitude, but also his leaning toward the Irish, that caused the British authorities to be so thorough in their investigation of his business.

Gaffney told reporters that he proposed to establish himself at a railroad station and would soon take the stump for Hughes, as ever since he became an American citizen he has been an ardent Republican.

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STRIKE WILL HIT ALL COMMUTERS

Thousands Working Here Will Be the First Sufferers.

TROLLEY SERVICE MENACED ALSO

At Best Railroads Will Run but Few Trains Daily.

If the French nobleman who once invited the people of his country to submit to a diet of grass should wander into town to-day he could get himself a good paying position with any railroad which terminates at or near New York City. He would be just the man needed to tell hundreds of thousands of commuters that it will do them good to walk in case of a national railroad strike.

It is the commuters who will feel the brunt of the strike first. In nearly every railroad office in the city yesterday little wheels were made to control the fact that food and fuel transportation would be the first consideration and that the business of getting passengers to and from Manhattan would be the last.

Trolley Service Menaced.

Many of them could ride on trolleys with the immediate shortage of coal that would result in the case of a strike it is predicted that not a trolley wheel in the neighborhood of the city would be turning within a short time after the trainmen's walk-out.

The Long Island suburban residents, officials of the Long Island Railroad believe, will have a better opportunity than any other set of commuters of reaching New York City by rail. The Long Island road, it was pointed out, is in the business of carrying commuters more than any other. It carries no coal to the greater city; only a small percentage of the fresh fruits and vegetables that pour into town and an almost negligible quantity of milk. The greater bulk of its comparatively small amount of freight is carried to districts that are in a measure self-sustaining, rather than into the heart of New York City.

Passengers To Be Considered.

Each day, officials of the railroad stated yesterday, the Long Island railroad, more than thirty thousand commuters to Manhattan. What few trains can be operated if a strike is declared, it is said, will be run more for the benefit of passengers than for freight transportation.

To the men and women who each day come to New York from New Jersey, from the Hudson River Valley and lower Connecticut, the situation is much more serious. The railroad which drains this western and northern territory will rest the burden of keeping five million New Yorkers from starvation and supplied with a modicum of coal.

Many Thousands Affected.

One railroad which casts a net of steel rails through Jersey, carries 25,000 commuters to and from New York every working day to operate more than 200 passenger trains. If a strike of a strike not to operate more than 200 coaches each day to carry its commuters, it will make every effort to keep a majority of its seventy-five miles in motion.

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GAFFNEY PRAISES LUSTANIA ATTACK

Quoted as Saying He Wished He Was Man Who Sank Her.

DENOUNCES ALL THINGS BRITISH

Recalled Consul, Back, Makes Bitter Attack on Wilson.

Complaining bitterly against his treatment at the hands of the British authorities at Kirkwall, Thomas St. John Gaffney, formerly United States Consul General at Dresden and Munich, returned yesterday aboard the Frederick VIII, of the Scandinavian-American Line. He was asked by President Wilson to resign his post several months ago because of his alleged unneutral attitude.

In a statement which Gaffney issued on his arrival he told in detail of the indignities to which he had been subjected. Not only his baggage, but his person, also, was searched, and all personal effects, including an address book, personal letters, and two bonds of the Wisconsin Electric Company, valued at \$100 each, were seized, he said. In his statement he said that "England holds our government in contempt, sneers at the rights of American citizens, and if she were able to overthrow Germany our country would be the next to be dealt with."

Passengers Unsatisfactory.

Passengers aboard the Frederick VIII had little sympathy with Gaffney and his difficulties, declaring him to be decidedly unpopular owing to his violent condemnation of all things British.

When the liner was two days out of Kirkwall a wireless report was received telling of a Zeppelin raid on England. The German raiding party was in the dining room was full, and passengers declared that Gaffney shouted about the hum of conversation: "Oh, that's fine! Some more Englishmen killed!"

Edward Hatch, Jr., chairman for an up-ramp, and several rushed toward the speaker. "That's a terrible thing to say," protested John G. Simon, who is connected with Rice & Hutchins, a shoe store at 10 H St. East. "I hate to think of the innocent non-combatants who will be killed. To my way of thinking it is just as bad as the sinking of the Lusitania."

Among others who say they heard the remark was William F. Pitt, United States Consul General, returning from his post at Coburg, Germany, and Gustave Bissing, a New York lawyer, affiliated with the Hupp Motor Company.

Gaffney, however, did not recall making the remark about the Lusitania.

He was asked if it was true that he asserted that he would enjoy the German fleet flying over the White House. "No, I didn't say that," replied Gaffney. "What I did say was that I would like to help haul down the English flag from the White House."

"The London Times" and "The Morning Post" and would prefer to believe what newspapers say rather than the truth."

Gaffney blames the English papers for his removal from office, and especially the bitter editorials in "The Morning Post," which were full of attacks on his attitude at a time when Great Britain was relying on United States diplomats for proper supervision of German prison and civilian internment camps.

Gaffney, an Irishman by birth, and for many years has been closely connected with the Irish Nationalist movement and was one of Charles Parnell's co-workers. He also was an intimate friend of Roger Casement, and was one of the last to see Casement before the latter's return to England.

It was not only his marked anti-British attitude, but also his leaning toward the Irish, that caused the British authorities to be so thorough in their investigation of